

Correct as at 5th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Heavy vehicles > Vehicle interior > Interior impact

7-7 Interior impact

Reasons for rejection

Mandatory equipment

1. Where an interior fitting, control or surface has been added, removed, substituted or has deteriorated, the likelihood of injury to occupants has not been minimised.

Modification

2. A modification (Note 1) affects an interior fitting, control or surface, and:

- a) is not excluded from the requirements for LVV specialist certification (Table 7-7-1), and
- b) is missing proof of LVV specialist or accepted overseas certification, ie:
 - i. the vehicle is not fitted with a valid LVV certification plate, or
 - ii. the operator is not able to produce a valid modification declaration or authority card, or
 - iii. the vehicle has not been certified to an accepted overseas system as described in [Technical bulletin 13](#).

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 7-7-1. Modifications that do not require LVV certification

| Fitting of or modification to: | LVV certification is not required provided that: |
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| <p>Isolation shields (to separate vehicle occupants for the purpose of medical isolation) (Note 3)</p> | <p>The shield:</p> <ul style="list-style-type: none"> • is constructed from a transparent flexible thin film, and • does not interfere with the driver's vision (including through the front side windows, and rear-view mirrors), and • does not interfere with the operation of airbags, and • does not interfere with the driver's ability to reach vehicle controls (including lights, warning devices, etc.), and • is fastened to the vehicle using flexible/breakaway fixings that are unlikely to injure a vehicle occupant, and • can be quickly and easily removed to allow for emergency access or exit of the vehicle. <p>(Note: the partition/shield should be able to be removed, or broken, with a reasonable push or strike to allow both the driver and passenger/s to use an alternative exit in the event of an emergency.)</p> |
| <p>Additional and substituted items such as instruments, switches, cellphone installations and navigation equipment or an OE item from another vehicle</p> | <ul style="list-style-type: none"> • the items are: <ul style="list-style-type: none"> ◦ mounted flush with, or protected by, the dashboard surface, or ◦ fitted forward of the steering wheel, or between the steering wheel and the nearest door, or ◦ fitted between and forward of the front seats (where no centre seat exists), and within 140 mm either side of the vehicle centreline |
| <p>Additional accelerator and brake pedal (for driving school vehicles)</p> | <ul style="list-style-type: none"> • The operation of the primary brake pedal is not affected, and • no modifications to the primary brake pedal or any other part of the primary brake system has occurred, and • adequate clearance is maintained between all pedals. <p>See also Table 8-1-1</p> |
| <p>Aftermarket brake pedal pads or covers</p> | <ul style="list-style-type: none"> • The operation of the primary brake pedal is not affected, and • no modifications to the primary brake pedal or any other part of the primary brake system has occurred, and • adequate clearance is maintained between all pedals. <p>See also Table 8-1-1</p> |

| Fitting of or modification to: | LVV certification is not required provided that: |
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| <p>Aftermarket or custom brake pedal extensions (for unusually short people)</p> | <ul style="list-style-type: none"> • The extension: <ul style="list-style-type: none"> ◦ does not exceed 100mm length when measured from the surface of the original brake pedal, and ◦ is securely clamped to the original pedal by mechanical means, and ◦ is sufficiently strong and rigid to withstand emergency brake loads, and ◦ does not involve any modification to, or compromise the strength of, the original brake pedal, and ◦ does not significantly change the sideways load or leverage against the pedal, and ◦ does not significantly increase the weight of the pedal <p>See also Table 8-1-1</p> |
| <p>Cargo hoist/cargo lift platform (fitted inside the vehicle)</p> | <ul style="list-style-type: none"> • the vehicle is not adapted for the transportation of a person in a wheelchair, and the hoist or tail lifter is positioned to the rear of any vehicle occupants and adequately mounted and, • the vehicle structure has not been weakened. <p>See also Table 3-1-1</p> |

| Fitting of or modification to: | LVV certification is not required provided that: |
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| Cargo barriers | <p data-bbox="611 241 1361 309">The cargo barriers are positioned vertically behind the back of the rearmost seat, and</p> <ul data-bbox="651 344 1449 725" style="list-style-type: none"> • each seating position, within 300mm of the cargo barrier, is fitted with an effective head restraint, or • the barrier is constructed from a frame and wire mesh (wire less than or equal to 4mm in diameter) with the ability to collapse rearward in the event of a head-strike and with impact absorbing foam covering any frame structure above the seat and within 150mm of the centreline of the seat, or • the barrier is of solid construction (metallic or fibre glass etc.) and has impact absorbing foam, covering any area that would otherwise be protected by a head restraint. <p data-bbox="611 757 683 790">Notes</p> <ul data-bbox="651 824 1457 1249" style="list-style-type: none"> • Any required impact absorbing foam must be at least 25mm thick • A seat may be removed or permanently disabled to allow the fitment of a cargo barrier without meeting the above requirements. • Any padding added in place of a head restraint does not need to meet any standards approval unless it is attached to the seat. • Rearward collapsibility of a cargo barrier can be achieved with anchorage brackets that deform, allowing the barrier to move backward (see Figure 7-7-2) • Remember that thresholds are only applied to modified vehicles. Some vans have solid OE cargo barriers, and these do not need to meet this threshold |

| Fitting of or modification to: | LVV certification is not required provided that: |
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| Disability adaptive controls | <p>For disability adaptive hand control systems:</p> <ul style="list-style-type: none"> • the hand control operates the accelerator system only, and • the presence of the hand control system does not significantly increase the risk of injury to occupants in the event of a crash. <p>For an additional accelerator pedal fitted to the left of the brake pedal:</p> <ul style="list-style-type: none"> • the vehicle is equipped with automatic transmission, and • the additional accelerator pedal does not affect the operation of the brake pedal or any other part of the brake system, and • the vehicle retains the original equipment accelerator pedal to the right of the brake pedal, and • adequate clearance is maintained between all pedals, and • the accelerator system is protected from accidental application, eg by shielding the right hand accelerator pedal or ability to fold away either accelerator pedal when not in use, and • there is a warning notice easily visible to the driver warning that the foot controls are not as provided by the vehicle manufacturer. <p>For a steering wheel spinner to assist in the operation of the steering wheel:</p> <ul style="list-style-type: none"> • the spinner is contained within the outer circumference of the steering wheel. |
| Stereo equipment and speakers | <ul style="list-style-type: none"> • any modification or fitting carried out before 1/1/1992 <p>If fitted to the rear parcel shelf:</p> <ul style="list-style-type: none"> • no upper seatbelt anchorage is attached to the shelf or any shelf support bracket, and • in the case of a top tether point for a child seat attached to the rear shelf, the top tether point is not located within 150 mm of a modification to a rear parcel shelf, and • the removal of any material from the rear shelf is minimal and is unlikely to have weakened the vehicle structure to which a seatbelt anchorage is attached. <p>If fitted to a part of the vehicle other than the rear parcel shelf:</p> <ul style="list-style-type: none"> • the fitting has not weakened the vehicle structure (Note 2) • the stereo equipment or speakers fitted in the passenger compartment: <ul style="list-style-type: none"> ◦ present no additional risk of injury, and ◦ are securely fastened by mechanical means. <p>See also Table 3-1-1 and Table 7-5-1</p> |

| Fitting of or modification to: | LVV certification is not required provided that: |
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| Steering wheels | <ul style="list-style-type: none"> • the vehicle does not have an airbag installed as OE, and • the vehicle is not required to comply with a frontal impact occupant protection standard¹ (Note 2), and • the steering wheel is: <ul style="list-style-type: none"> ○ – a direct substitute without shaft modification, and ○ – a non-OE item of a reputable brand or an OE item from another vehicle ○ a direct substitute, without steering column shaft modification, and ○ a non-OE item of a reputable brand or an OE item from another vehicle, and ○ is mounted with a one-piece boss², and ○ has a diameter greater than 245mm, and ○ does not significantly inhibit the drivers view of the speedometer or mandatory warning lights. <p>¹ A vehicle that cannot comply with this clause cannot be LVV certified unless it has been issued with an LVV authority card or is at least 14 years old.</p> <p>² A vehicle fitted with a quick release steering wheel must always be referred for LVV certification and is only permitted within strict criteria</p> <p>See also Table 9-1-1</p> |
| Roll-bar or roll-cage structures (roll protection or cosmetic) | <ul style="list-style-type: none"> • each seating position is fitted with an effective head restraint, and • the bars are positioned: <ul style="list-style-type: none"> – behind, following a plane extending upward, parallel to the back of the backrest on the rear-most seat, and – in such a way that the head restraint would provide protection from head contact with any bar section during a crash. |
| Gear shift lever relocation | <ul style="list-style-type: none"> • no substantial modifications have occurred to the floor or gearbox tunnel area, other than provision for gear-shift mechanism, and • the relocation presents no additional risk of injury than OE specification. <p>See also Table 3-1-1</p> |
| Fitting of or modification to: | LVV certification is never required: |

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| Modified accelerator pedal | <ul style="list-style-type: none"> • in-service requirements for condition and performance must be met. |
| Roof and door lining replacement | |
| Cargo barriers | |
| Any modification for the purpose of law enforcement or the provision of emergency services | |

Note 2

The following vehicles with a GVM of 2500 kg or less are required to comply with such a standard:

- class MA motor vehicles manufactured from 1 March 1999, and
- class MA motor vehicles that were less than 20 years old when they were first registered in New Zealand on or after 1 April 2002, and
- class MB or MC motor vehicles manufactured from 1 October 2003.

Note 3

NZTA makes no representations about the effectiveness of these installations, whether they are required, or whether they are sufficient for the purposes of meeting health and safety or other requirements. It takes no responsibility for the installation and use of isolation shields.

Figure 7-7-1. Cargo barriers

Suitable impact absorbing padding on a solid cargo barrier



Typical cargo barrier. Usually compliant with the thresholds. Check threshold technical requirements



Figure 7-7-2. Collapsible mechanisms



Summary of legislation

Applicable legislation

- [Land Transport Rule: Interior Impact 2001](#).

Condition and performance

1. Interior fittings, controls and surfaces in the passenger compartments must be such that the likelihood of injury to occupants is minimised.

Modification

2. A modification that affects the interior fittings, controls or surfaces must be inspected and certified by an LVV specialist certifier, unless the vehicle:

- a) is excluded from the requirement for LVV specialist certification (Table 7-7-1), and
- b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.